

A CATAMARAN HOUSE-BOAT.

It Will Afford Much Pleasure to the Average Youth.

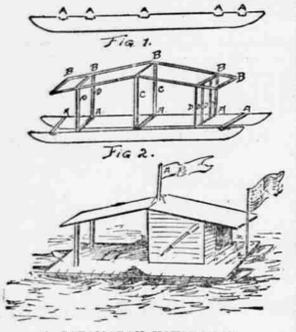
Boys love the water, and if such a thing is possible, they will spend many of their happiest hours upon its shores or riding upon its surface.

What boy has not built himself a raft?

Here is something that should afford much pleasure to the average youth, whether or not he is able to possess a boat. It is called the catamaran house-boat, and is intended to serve a manifold purpose, it being adaptable alike as a craft almost as rapid as a row-boat, a raft, a floating camp, summer fishing house and many other things that will at once present themselves to a bright-minded boy.

Among its many advantages are the facts that it is perfectly safe from overturning, that it will not crush in when struck ever so violently by anything found upon the water, that it may be propelled much more easily than a raft; indeed, with almost as little effort as a boat, and that it is an ideal attraction for boys, whether used stationary, propelled about lakes, ponds and rivers, used as an aquatic playhouse, a summer camp, a rainy day fishing house or any other pleasant use to which it may be put. Another of its advantages is that its cost need not be great, although it may be made very expensive. Having possessed the proud privilege once of being a boy himself, the writer is aware that the average boy is never overstocked with money, hence the question of cost is a momentous one.

To build one of these houseboats it is first necessary to secure two logs. Logs being round should be used in preference to square beams, although the latter will answer. They should be fifteen or more feet in length and quite sound, otherwise they will watersoak. First round and point each end, as in



A CATAMARAN HOUSE-BOAT.

Fig. 1, then with a saw, hammer and chisel, which are about all the tools needed, cut out resting places for the cross pieces, as indicated at A in Fig. 1.

When this is done, make your cross pieces, which will be five in number, four feet in length. The cross pieces and frame pieces should be two by two or two by four-inch lumber. If possible, make the cross pieces of two by four and the framework of two by two. As the roof and floor of your craft is to be more than four feet in width, much care should be exercised in putting up the framework. The general idea of this may be secured from Fig. 2. The pieces marked with the letter A are the cross pieces already referred to, and should be four feet in length. The pieces marked "D" should be six feet in length. Those marked "C" should be eight feet, while those pieces marked "B" should be six feet. The length of the side roof pieces cannot be designated, as they depend upon the length of the logs, but if the logs were fifteen feet long the side pieces of the roof should be about seven feet. As timbers "B" are two feet longer than timbers "A," it will be seen that timbers "C" and "D" will not join timbers "B" at the ends, but will be a foot from them upon each side. Board over the logs, as in Fig. 3. Let the flooring boards protrude a foot on each side over the logs, and your floor will then be, like your roof, six feet wide. After you have put in the floor, which greatly strengthens your craft, you should, if you have not already done so, float your catamaran, as it will soon be far too heavy to move.

For the roof you may use boards running lengthwise. If you cannot secure such long boards, fasten them on crosswise, and cover the whole with tarred or builders' paper, secured with laths. Of course, it may be shingled, or good canvas may be used for a covering.

Cover in one-half of your framework, as in Fig. 3. The middle end of your little cabin may be left open, with heavy draperies or curtains, or it may be boarded up and a door put in, as in the rear end in Fig. 3. The builder may put in windows in the sides if he desires. Make a rudder for the stern. Nearly in the center of this now nearly completed catamaran houseboat place blocks for your oarlocks. Have them about two feet above the floor. Being so wide apart, two may row to advantage. Make a rack upon each side of your little house for your oars and secure a long pole, which you may keep upon the roof or upon the floor, as one often prefers to "pole" his craft. A short staff for a pennant or flag may be added. Upon the pennant initials or a name may be inscribed, as the catamaran in the pictures carries the initials "A. B." A little trapdoor in the center of the floor will be found convenient for hand line fishing, to shield one from the sun in the day, or to keep off the dampness at night if you fish.

The boy who owns one of these crafts may add to its furnishings as he is able from time to time. A little stove, some folding bunks, a folding table, cupboards and shelves will no doubt be thought of. The open covered space

will also be thought large enough for a hammock, and small seats may be built wherever convenient.

If good-sized logs are used the craft should support four boys conveniently, and with the resources generally available to the average boy, nearly all the lumber may be procured without cost. If you cannot at first afford oars, a pole may be used, and good substitutes for oars may be made from boards. The labor of building is really very small, compared with the good results, and it will be found cheaper and better for pure enjoyment than any of the boats of which plans have so often been published.—Montreal Star.

WOMAN'S BEST AGE.

Opinion Seems to Be that It Is Between 30 and 40.

There's no mistake about it. To be young, to be in the first flush of youth, is no longer fashionable.

The fashionable age now for a woman is between 30 and 40. Have not their majesties, the King and Queen of England, given notice that the young person is not to monopolize social attention?

The doctrine of middle age is being preached in London, and from the innermost centers of Mayfair exclusiveness to the outer circles of bohemianism the women who are the most popular are those who have lived.

It is hard to get at the reason for this inversion of fancy. Somebody says it is because the girls of the present day are older and more worldly than the women who have passed the first stage of real youth. Whatever the real reason, the chief interest seems to center about women who have left the white muslin stage and crept out to the once dreaded verge of maturity.

The women of whom most is heard have certainly no longer any right to be considered young. They are frankly middle-aged, and they seem to glory in it.

So people seem to have discovered that the period succeeding youth is more desirable than adolescence. The strange thing is that it has not been discovered before, with all the examples that exist in history. The women of France and England who were noted for their power and attractions reached the zenith of their glory after youth had flown.

Those who have lived and seen the world must always have a greater power for swaying humanity than those who are equipped only with the charm of youth. No one is disposed to underestimate this charm, for it comes to all once; and partakes not only of the sweetness of the flower, but also of the evanescence.

Some one has said that "every face ought to be beautiful at 40," and another that "no old person has a right to be ugly, because she has had all her life in which to grow beautiful." The transfiguration of a pleasant smile, kindly lightings of the eyes, restful lines of self-control about the lips, serenity of the face—these things no fifty-year-old or two of goodness gives. Only habitual graciousness within will give them all.

It is interesting to remember in connection with this that many of the women who have been famous for their beauty and fascination for men achieved their greatest triumphs between the ages of 30 and 40.

Josephine was 33 when she married Napoleon, and, judging from the letters written by the absent husband during the early years of their union, she inspired him with intense love and jealousy. It has been said that she was the only woman Napoleon ever really loved.

Mme. Recamier was most beautiful between the ages of 35 and 55, and Mme. Mars at 45 was at the zenith of her triumphs. Diane de Poitiers was 35 when she won the heart of Henry II. The King was half her age, but his devotion never changed.

Bianca Capello was 33 when the Grand Duke Francis of Florence fell captive to her charms and made her his wife, though he was five years her junior. Mme. de Maintenon was 43 when united to Louis, and Catherine II. of Russia was 33 when she seized the Empire of Russia and captivated the dashing young General Orloff. Up to the time of her death, at 67, she seems to have retained her powers of bewitchery.

Cleopatra was nearly 40 when Mark Anthony fell beneath her spell, and the most famous beauty the world has ever known, Helen of Troy, was long past 30 when she perpetrated the most notable elopement on record and set the Trojan warriors to fighting for her sake.

Ethics of a Kiss.

A kiss is a peculiar proposition. Of no use to one, yet absolute bliss to two. The small boy gets it for nothing, the young man has to steal it and the old man has to buy it. The baby's right, the lover's privilege, the hypocrite's mask. To a young girl, faith; to a married woman, hope, and to an old maid, charity.—Baltimore American.

Her Ambition.

"I will go to the ends of the earth with you," said the romantic young man.

"Oh, I am no explorer," retorted the beautiful young girl. "I'd rather you'd go as far as a little suburban cottage with me."

Official Responsibility in China.

Chinese officials are held to be guilty before the Son of Heaven for floods, droughts, famines, fires and other natural calamities.

We heard a long time ago that the devil invented the fiddle, but we heard to-day that he also invented the pump.

There are so many don'ts in life.

Labour World

The number of laborers required to cultivate the tea crop of India is 666,000.

It is estimated that 90 per cent of the employees of the cigar trust are females, and the great majority are minors.

Amalgamated Association of Street Railway Employees has passed the 60,000 mark in membership. Five years ago it had less than 5,000.

Australia has gone farther than any other country in the restriction of immigration. Its new law shuts out yellow labor, Kanakas and East Indians.

The compensation act gives full rights to Canadian working men to sue and collect, this law being far better for the workers than any similar laws of the United States.

A system of superannuation for its employees is about to be put into effect by the Canadian Pacific Railway Company. The sum of \$250,000 has been designated a pension fund.

Thirty-seven labor papers have been started in the last twelve months. There are at present 217 strictly union labor papers in the United States. This indicates the growth of unionism.

According to statistics published by the New Jersey bureau of labor, union carpenters in that State average \$2.53 a day for fifty-three hours a week, and non-union painters \$2.13 a day and fifty-eight hours.

The new All-American railroad in Alaska will be 450 miles long, and will cost \$16,000,000. The Central Venezuelan, cause of the present difficulty in South America, cost \$16,000,000 and is only 110 miles long. The engineering difficulties in Venezuela can hardly be greater than in Alaska.

The referendum vote of the United Brotherhood of Carpenters and Joiners on the question of separating the offices of secretary and treasurer has carried by a large majority. This makes Thomas Neale the national treasurer, as he was elected to the office at the last convention, pending the result of the referendum vote.

The supreme court of Ohio decided the other day that the eight-hour law was unconstitutional and declared it null and void. The decision came up on a test case taken by the city of Cleveland against a contractor who built a sewer and violated the law. Several States have declared laws limiting the length of the working day unconstitutional, while others held them valid.

The great Bessemer engine, which a few years ago was the largest in the world, has been outdone. Fuel oil is the cause of its losing its rank. The new design is called the "Shay geared locomotive." It is now in use on the El Paso extension of the Rock Island. In the division extending from Alamo-gordo, N. M., to Cox Canon, fifty-one miles, there is a total elevation of 6,000 feet. The grade ranges from 3 to 6 1/2 per cent. The last part is equipped with very heavy curves. Where to find an engine which would operate economically under such conditions would be puzzling alone. To all this was added, however, the fact that the water along this part of the line is strongly alkali, and the engine must carry a tank large enough to supply itself for the round trip of 102 miles. This locomotive was tried. It weighs 280,000 pounds. It is now hauling twenty-seven cars, weighing nine tons each, up the 6.3 per cent grade at an average speed of five or six miles an hour, with the same amount of fuel as two engines had required before to do the same work.

KIPLING ON THE ALLIANCE.

Refers to Germany as "An Open Foe" and Criticizes Government.

Rudyard Kipling has written a new poem, called "The Rowers," in which he gives expression to the feeling against the British alliance with Germany against Venezuela. The poem was printed in the London Times, which from the first has been strongly opposed to the alliance. The poem in part follows:

Last night ye swore our voyage was done,
But seaward still we go;
And ye tell us now of a secret vow
Ye have made with an open foe.

That we must lie off a lightless coast,
And haul and back and veer
At the will of the breed that have
Wronged us most
For a year and a year and a year.

There was never a shame in christendie
They laid not to our door;
And ye say we must take the winter sea,
And sail with them once more.

The dead they mocked are scarcely cold;
Our wounded are bleeding yet;
And ye tell us now that our strength is sold
To help them press for a debt.

Neath all the flags of all mankind
That use upon the seas,
Was there no other fleet to find
That ye strike hands with these?

Of evil times that men could choose,
On evil fate to fall,
What brooding judgment let you loose
To pick the worst of all?

In sight of peace, from the narrow seas,
O'er half the world to run,
With a cheated crew to league anew
With the Goth and the Shameless Hun?

CUTS CAR IN TWO.

Amalgamating Trolley Accident at Newark, N. J.—Engine Hits It Sparcely.

Newark, N. J., Feb. 20.—A fast express on the Lackawanna railroad cut through a trolley car crowded with school children at the Clifton avenue crossing Thursday. Eight of the children were killed and a score or more of them injured. The motorman of the car, who stuck to his post, will die, and the engineer of the express was so badly hurt that there is little hope of his recovery.

Both the express and the trolley were on the steep grades going at right angles. The express was signalled and the crossing gates were lowered, while the trolley car was half way down the hill. The motorman shut off the power and applied the brakes, but almost immediately the car began to slip along the icy rails.

It gained tremendous momentum and at the bottom of the hill crashed through the gates, directly in the track of the oncoming train. The locomotive ploughed its way through the trolley, throwing the children in every direction.

The accident happened within three blocks of the high school building, and in the car at the time were nearly 100 pupils. As many as thirty others had managed to throw themselves from the car before the crash came. The trolley was one of the specials which every day bring the children to school. It had more than its ordinary load Thursday, owing to the cold. It contained every child that could squeeze inside and others stood on the rear platform. Because this car had been so crowded many who were waiting for it before the hill was reached could not get on, although some climbed on the front platform with the motorman.

A score or more children were compelled to walk, as they followed the car foot. They say that when the car was still less than half way down the hill the railroad gates began to drop.

Peter Brady, the motorman, promptly shut off the power and applied the brakes. The speed of the car was checked, but it continued to move slowly down the incline. There was no thought of danger. Then it began to move faster and faster.

The ice-covered rails offered no hold for the wheels and although Brady jammed his brake harder and then swung in reverse, the momentum of the car grew at every yard and the car shot down toward the railroad.

When it was right at the gates the express came into view. Warned by the cries of those afoot and by their own sense of danger those on the platforms began to throw themselves off into the snow, and as the car sped along the few remaining feet toward the rails perhaps one-third escaped death injury in this way, but there was no time for those within the car to do more than crush toward the rear door.

The gates were swept aside and before the cracking of the gates died out came the crash. For thirty seconds before the air was filled with frantic cries of those who saw death dashing down upon them.

The wreck of the trolley car was complete. The pilot of the engine struck it almost in the center and turned it partly around and then the ponderous engine cut it in two. The upper part of the trolley was reduced to fragments under the drivers of the locomotive. One-half of the car was thrown to one side and lay on the tracks. The other section was hurled some distance away. In every direction lay the injured and dead. The engine was brought to a standstill and from the train and from near by houses men rushed to the rescue. The spectacle was appalling and many who started to work had to give up un-nerved.

Within five minutes as many dead bodies had been laid side by side in the snow alongside the track. One of the bodies, that of a girl, was found a block beyond. It had been carried there on the pilot of the engine. Load after load of the injured were sent away in patrol wagons and ambulances. Within a short time there was not an injured person near the scene of the wreck and the dead were on their way to the morgue.

Bridge Worker Dies.

Plattsburgh, Neb., Feb. 20.—William R. Webb, the bridge workman who fell a distance of sixty feet Tuesday afternoon, died the same night. The unfortunate man never regained consciousness from the time of the accident until his death. This was the first fatal accident which has occurred since work on the Burlington's new bridge commenced. An inquest over the remains was held this afternoon. The jury found that the accident was an unavoidable one.

Had His Hand Trimm'd

Kearney, Neb., Feb. 20.—Albert Graveley, living twelve miles north of the city met with a terrible accident yesterday morning. He was working with a corn sheller, when his right hand was caught in the machinery and terribly mangled. He came to the city to have the injured member dressed, when it was found necessary to have all the fingers on the hand amputated. The operation took place today.

DOWN IN ICY WATER

STEAMER OLIVE LOST IN CHOWAN RIVER OF VIRGINIA.

SEVENTEEN ARE DROWNED

WHIRLWIND STRIKES VESSEL AND TURNS HER OVER.

STOOD IN THE ICE WATER

Passengers and Crew Below at the Time, and No Opportunity For Escape—Only Six Survivors.

Norfolk, Va., Feb. 18.—A cyclone struck the passenger steamer Olive which plies between Franklin, Va., and Edenton, N. C., at 9:30 o'clock Tuesday night and sent her to the bottom of the Chowan river, off Woodley's pier, between Mount Pleasant and Oliver's Wharf.

Seventeen people are known to have been drowned and others who were rescued are in a serious condition.

The whirlwind when it struck the Olive caused her to go over on her beam's end, and when she righted it was only to sink on account of the water she had taken.

A majority of the passengers and crew were below at the time, and had no opportunity to reach the pilot house of the vessel. This point was the only portion left above water, and in it, from the time of the accident until 6 o'clock in the morning, Capt. George H. Withy and five others stood waist deep in water.

At 6 o'clock Wednesday morning the river steamer Pettit hove in sight and rescued the almost frozen survivors.

The Olive was a small single screw steamer owned by J. A. Pretlow of Franklin, Va., and has been plying between North Carolina and Virginia for several years.

A Strange Disappearance.

Fairbury, Neb., Feb. 18.—The village of Steele City, in the southeast corner of this county, is somewhat excited over the mysterious disappearance of S. H. Hoffert, a citizen of some prominence, and a former merchant of that place. Some months since Hoffert traded his stock of general merchandise for a farm in Antelope county, and had made one trip there to look at the land. Upon his return he expressed himself as well pleased with the acquisition and signified an intention of moving there at some future time. About the first of the month he came to Fairbury in company with another citizen of that place on a business mission, expecting to return the same evening, but has not been seen since. His companion says that when he separated from him in Fairbury he was expecting to join him again at the train upon his return. Hoffert wore a suit of work clothes the day he disappeared, and all his best wearing apparel was left behind, together with his books containing about a hundred dollars worth of accounts. His wife died several years ago, but he had three children, a girl seventeen and two boys aged respectively twelve and fourteen, who are left almost destitute. He was treasurer of the local order of Modern Woodmen and had about seventy dollars belonging to that order in his custody. Absolutely nothing has been heard of him since his disappearance, and while many rumors are rife they are simply conjectures.

Find Missing Mail Pouch.

Indianapolis, Feb. 18.—The missing mail pouch containing money, checks, money and draft, amounting to \$50,000, that has caused the postoffice department so much concern has been found and is now safely housed in the office of the superintendent of mails here. The missing pouch arrived here from Cincinnati.

How the pouch reached Cincinnati is a question yet to be settled. The mystery has been partly cleared, local officials believe, by the appearance of the pouch. It is not a leather pouch, such as is used in conveying valuable mail. The government is suffering from a shortage of leather pouches, and it recently converted a lot of cloth bags into first class mail pouches. The converted pouches are caught at the neck with a leather clasp.

The theory is that the pouch, in this instance, lost its destination tag and the mail clerks mistook the pouch to be one containing other empty pouches that were being sent back to the Cincinnati office where empty bags are stored. The pouch probably went to the Cincinnati storage room and lay there unopened. It is believed the contents are intact.

Boy Hunter Killed.

Taylor, Neb., Feb. 18.—Cyrus Kelley, aged fourteen, was out hunting near the home of his half-brother, Jerry Kelley on the Loup, Garfield county line Monday. The gun he carried was discharged accidentally while the boy was opening a pasture gate, the charge striking him on the right side of the chin and ranging through the head. Death was instantaneous and his face and head were terribly mangled.

Nebraska Notes.

Quarrymen have found what is believed to be a very rich deposit of lead in a stone quarry, a few miles south of Barneston, in Gage county. The ore exists in abundant quantities all over Gage county.

Charles L. Sharp of Papillion, who has been serving a sentence in the penitentiary for robbing a Rock Island car, has been paroled by Governor Mickey. Sharp's daughter wrote a letter to Governor Savage before the expiration of his term, asking the pardon of her father. It was refused.

The seventeenth annual session of the North Nebraska Teachers' association will be held at Columbus, commencing Wednesday, April 1, and continuing throughout the week. Boards of education are requested to so arrange the spring vacations that teachers may be able to attend.

A. D. Beemer, recently appointed warden of the state penitentiary, has taken charge of that institution. He will make no change among the employees at this time. It will be the duty of the new warden to take charge of the hanging of Gottlieb Neigenfiend, who was convicted of murdering his wife and mother-in-law.

The father and sister of Anna Bardin have joined Fay Smith, her sweetheart, in searching for her. Bardin has had the police assisting in the search for his daughter, but no trace of her has been found since she left the Boyd hotel at Lincoln with J. B. Goby, with whom she eloped.

Mrs. Stratton, wife of Thomas H. Stratton, manager of the Aetna Insurance company's offices at Lincoln, while on her way to the theater suffered an attack of apoplexy. Throwing up her hands she screamed and fell to the sidewalk. She was carried into a house near by and died in a few minutes.

The Rev. E. E. Wilson, pastor of the Methodist Episcopal church of Oakland, will leave shortly for Porto Rico, where he will be a missionary under the Methodist Episcopal Missionary board of New York City. Mr. Wilson was a missionary in South America prior to location at Oakland. His successor will be selected by Elder Jennings of Omaha.

Samuel Nichols, an aged citizen of Kenesaw, has been advised by letter from Andrew Carnegie, that he is to be pensioned at \$43 monthly. In this letter was pay for the entire year of 1902. Mr. Nichols, who is now 72 years of age, came to this country from Yorkshire, England, on the same day that Carnegie did. They met in New York and in search of employment went to Pittsburg, where Carnegie took to the steel mills and Nichols to the coal mines. Nichols came west thirty years ago and took up a homestead in Adams county. Mr. Nichols is going east on a visit.

S. H. Hoffert, a prominent citizen of Steele City, has mysteriously disappeared. A short time ago Hoffert traded his stock of general merchandise for an Antelope county farm, and said he was going to move there. He came to Fairbury early this month, in company with a citizen of Steele City. He intended to return that night, but has not been seen since. He is a widower, and leaves a daughter of 17 and two younger boys almost destitute.



How an abscess in the Fallopian Tubes of Mrs. Hollinger was removed without a surgical operation.

"I had an abscess in my side in the fallopian tube (the fallopian tube is a connection of the ovaries). I suffered untold misery and was so weak I could scarcely get around. The sharp burning pains low down in my side were terrible. My physician said there was no help for me unless I would go to the hospital and be operated on. I thought before that I would try Lydia E. Pinkham's Vegetable Compound which, fortunately, I did, and it has made me a stout, healthy woman. My advice to all women who suffer with any kind of female trouble is to commence taking Lydia E. Pinkham's Vegetable Compound at once."—Mrs. IRA S. HOLLINGER, Stillview, Ohio.—\$5000 forfeit if original of above letter proving genuineness cannot be produced.

It would seem by this statement that women would save time and much sickness if they would get Lydia E. Pinkham's Vegetable Compound at once, and also write to Mrs. Pinkham at Lynn, Mass., for special advice. It is free and always helps. No other person can give such helpful advice as Mrs. Pinkham to women who are sick.